M.O. 5b PARCEL NO. 30

CONTENTS HISTORY OF THE MET. RECCE. FLIGHTS

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HISTORY OF THE METEOROLOGICAL RECONNAISSANCE FLIGHTS

LIST OF CONTENTS.

Page

1 No.519 Squadron (Wick, Skitten, Tain, Leuchars)
2 No.519 Squadron continued.
3 No.1401 Flight and No. 521 Squadron, (Mildenhall, Bircham Newton, Docking, Langham).
4 No.1401 Flight and No. 521 Squadron continued.
5 No.521 Squadron (detached Brawdy, Chivenor (both with detachments Langham)).
6 No.1403 Flight and No. 520 Squadron (Gibraltar)
7 Flights by U.S.A.A.F. (St. Eval, St. Mawgan, Bovingdon, Cheddington, Watton, Alconbury).
8 Flights by U.S.A.A.F. continued.
9 No.518 Squadron, (Stornoway, Tiree, Aldergrove).
10 No.518 Squadron continued.
11 No.1402 Flight (Aldergrove, Ballyhalbert, Aldergrove)
12 No.1402 Flight continued.
13 No.1401 Flight (H.Q. Fighter Command and B.A.O.R.)
14 No.1407 Flight and No. 251 Squadron (Reykjavik)
15 No.1408 Flight (Wick)
16 No.1406 Flight (Wick)
17 No.1405 Flight (Aldergrove)
18 No.1403 Flight (Bircham Newton)
19 No.1404 Flight (St. Eval)
20 No.517 Squadron (St. Davids, Brawdy, Chivenor)
21 No.269 Squadron (Azores)
22 No.131 O.T.U. (Killadeas)
23 Nos. 179, 210, 224 and 228 Squadrons (St. Eval)
24 No.139 Wing, B.A.F.O.
25 No.1 Group (Bawtry) Bomber Command. Supplementary Flights.
26 Supplementation Meteorological Flights - Fighter Command Thums.
27 No. 202 Squadron Detachment and No. 224 Squadron Detachment.
28. Coastal Command Supplementary Meteorological Flights (St. Eval) (continued from p. 23)
29. No. 202 Squadron, Aldergrove.
30. Vertical Meteorological Flights by Civilian Contractors.

Date	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) 7.8.43.	No. 519 Squadron, Wick, to form on disbanding of No. 1406 Flight, Wick. Aircraft of No. 1406 Flight (Hudsons) to be held against establishment of No. 519 Squadron pending arrival of aircraft for No. 519 Squadron.										
28.8.43.	Wick	2 + 1 Spitfire VI	Prata	1	i) 1200Z		Vertical ascents to 40,000 feet.				
		8+4 Ventura(PV.1)	Reco (Recipe)	2	i) Asc.at 0500-0600Z ii) Asc.at 1200-1300Z	1	Wick to Noup Head 59°20'N, 03°04'W.				
						2	Variable track 350°-020°		950 mb.	Asc.to 500 mb. at terminal point,	
						3	Return on recip.		500-950mb.	to Noup Head. Then on to Wick.	
2) 25.9.43.	Wick	as above	as above	2 when possible	i) 1200Z & ii) 0600Z if possible.			as above			
				2	as above						
3) 11.12.43.	Skitten	"	"	"	"			"			
4) 20.12.43.	Skitten	2+1 Spitfire VI.	as above	"	as above		as above				
		14+0 Ventura(PV.1)	Reco (Recipe)	2	i) Asc.at 2359Z ii) Asc.at 1200Z or	1	Wick to Noup Head 59°20'N, 03°04'W.				
						2	Variable track 350°-020°	550 n.m.	950 mb.	Asc.to 500 mb. at terminal point	
					i) Asc.at 0600Z & ii) Asc.at 1200Z	3	Return on descent.	"	500-950mb.	to Noup Head then to base.	
			and (Rhombus shuttle)	2 in same direction	i) Asc.at 0600Z ii) Asc.at 1200Z		Flights between Docking and Skitten				The Rhombus shuttle is performed by No.519 & No.521 Squadrons. Did not commence until March 1944. See No.521 Squadron.
						1	35 °T from Docking	300 n.m.	950 mb.	Asc.to 500 mb. at terminal point 56°55'N, 05°40'E	
						2	288°T	300 n.m.	500-950mb. in first 100n.m.	to Skitten	
							or vice versa from Skitten.				
5) 14.2.44.	Skitten	as above	Prata Recipe	as above	as above		as above				Alteration in Shuttle Rhombus actually commenced 10.3.44.
			Rhombus	1 in each direction							
6) 9.5.44.	Skitten	2+1 Spitfire VI 14+0 Hudson III	Prata Reco (Recipe& Shuttle Rhombus)	as above	as above		as above				
7) 21.[illegible].44.	Skitten	2+1 Spitfire VI 12+0 Hudson III	as above	as above	as above		as above				
8) 25.7.44.	Skitten	as above	Prata	1/2	as above		as above				
			Recipe	2	i) Asc.at 0600Z ii) Asc.at 1800Z		as above				
			Rhombus	2	as above		as above				
9) 1.8.44.	Skitten	as	Prata	1/2	i) 1100Z & ii) 0500Z if possible		as				
		above	Reco, Recipe	2	i) Asc.at 0500Z ii) Asc.at 1100Z		above				
			Reco, Rhombus	2	i) Asc.at 0500Z ii) Asc.at 1100Z						
10) 7.11.44.	Wick	as above	Prata Recipe	as above	as above		as above as above				
			Rhombus			1	033°T from Langham		950 mb.	Asc.to 500mb. at terminal point 57°07'N, 05°43'E.	
						2	286°T	200 n.m.	500-950mb.	Gradual descent,	
						3	Continue		950 mb.	to Wick.	
							or vice versa from Wick				
11) 27.11.44.	Wick	2+1 Spitfire VI 12+0 Fortress II/IIa.	Prata Reco (Recipe & Rhombus)	as above	as above			as above			
12) 1.1.45.	Wick	as above	Prata	as above	as above		as above.				
			Recipe	2	i) Asc.at 0300Z ii) Asc.at 1500Z	1	Wick to Noup Head.				This did not start until 28.1.45.
						2	060°T	100 n.m.	950 mb.	to 59°15'N, 00°25'W	
						3	016°T	500 n.m.	950 mb.	Asc.to 400 mb. at terminal point 67°10'N, 04°30'E.	
						4	252°T	250 n.m.	500 mb.	Descent to sea surface at 65°50'N, 05°30'E.	
						5	170°T	450 n.m.	950 mb.	to Noup Head then to Wick.	
			Rhombus	2	as above		as above				
13) 16.4.45.	Wick	2+1 Spitfire VI 9+0 Fortress II/IIa	Prata Recipe	as above	as above		as above				
		Shuttle Rhombus no longer flown between Langham & Wick, but from and back to Langham by No.521 Squadron only.									
14) 22.6.45.	Wick	Fortress aircraft grounded owing to structural defects. A detachment of Halifax aircraft brought across from No. 518 Squadron, Tiree, to fly Recipe.									

/15)

No.519 Squadron (Continued).

Date	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
15) 20.7.45.	Wick	2+1 Spitfire VI	Prata	as above	as above	as above					
		detachment Halifaxes	Recipe	2	i) Asc.at 0300Z ii) Asc.at 1500Z	1	Wick to Noup Head.				
						2	350°T	400 n.m.	950 mb.	Asc.to 500 mb. at terminal point 65°50'N 05°30'W	
						3	72°T	250 n.m.	500 mb.	Des. to sea surface at 67°10'N 04°30'E	
						4	196°T	550 n.m.	950 mb.	Terminal point at 58°27'N 00°02'W	
						5	253°T	130 n.m.	950 mb.	To base.	
16) 14.8.45.	Wick	2+1 Spitfire VI	Prata	as above	as above	as above					
		10 Halifax III	Recipe								
17) 16.8.45.	Tain	as above	as above	as above	as above	as above					
			Recipe			1	Tain to Noup Head.				
						2	350°T	400 n.m.	950 mb.	Asc.to 500 mb. at terminal point 65°50'N 05°30'W.	
						3	72°T	250 n.m.	500 mb.	Des.to sea surface at 67°10'N 04°30'E.	
						4	196°T	600 n.m.	950 mb.	Terminal point 58°27'N 00°50'W.	
						5	248°T		950 mb.	To base.	
18) 1.9.45.	Tain	as above	as above	as above	as above	as above					
			Recipe			1	Tain to Noup Head.				
						2	350°T	400 n.m.	950 mb.	Asc.to 500 mb. at terminal point 65°50'N 05°30'W.	
						3	072°T	250 n.m.	500 mb.	Desc.to sea surface at 67°10'N 04°30'E.	
						4	196°T	550 n.m.		Terminal point 58°27'N 00°02'W.	Rhombus discontinued from 29.9.45.
						5	253°T	130 n.m.		To base.	
19) 29.9.45.	Tain	as above	Prata	as above	as above	as above					
			Recipe		i) Asc.at 0300Z ii) Asc.at 1500Z	1	Tain to Noup Head.				
						2	350°T	250 n.m.	950 mb.	Asc.to 500 mb. at terminal point 63°30'N 04°30'W.	
						3	070°T	200 n.m.	500 mb.	Des.to sea surface at 64°40'N 02°30'E.	
						4	182°T	550 n.m.	950 mb.	Asc.to 700 mb. at terminal point 55°30'N 02°00'E.	
						5	317°T	200 n.m.	Des.to 950mb. in first 50 miles.	To 57°50'N 02°00'W Thence to Tain.	
20) 9.11.45.	Leuchars	2+1 Spitfire VI	Prata	1/2	i) 1100Z & ii) 0700Z if possible.	as above					
		10 Halifax III	Recipe	2	as above	1	55°T from Leuchars	75 n.m.	950 mb.	To terminal point 57°04'N 01°00'W.	
						2	345°T	400 n.m.	950mb.	Asc.to 500 mb. at terminal point 63°30'N 04°30'W.	
						3	070°T	200 n.m.	500 mb.	Des.to sea surface at 64°38'N 02°40'E.	
						4	180°T	550 n.m.	950 mb.	Asc.to 700 mb. at terminal point 55°28'N 02°40'E.	
						5	285°T	195 n.m.	Gradual des. to 950mb.in first 50n.m.	To base.	
21) 30.11.45.	Leuchars	No more Pratas scheduled though not yet deleted from establishment.									
		10 Halifax III	Recipe	2	as above	Legs 1-4 as above					
						5	292°T	150 n.m.	Gradual des. to 950mb.in first 50n.m.	To 56°24'N 01°28'W Then to base.	

22) 31.5.46 Squadron disbanded. "Recipe" sorties undertaken by Bomber Command (No. 50 Squadron) w.e.f. 11th June, 1946 on modified track:-

Date	Base.	Aircraft.	Type of Flight.	No.	Times.	Tracks
23) 12.6.46	Waddington.	Lincoln Lancaster.	Recipe.	2	i) 0300Z Ascent. ii) 1500Z Ascent.	Base (Waddington) to 53°10'N 00°40'E to 57°04'N 01°00'W. to 62°00N. 02°50'W at 950 mb. Thence to 63°00'N 02°40'E at 500 mb. Thence to 55°28'N 02°40'E at 950 mb. Ascent there to 800 mb. then proceeding to 53°10'N 04°00'E at 950 mb.

No.1401 Flight & No.521 Squadron. (Mildenhall, Bircham Newton, Docking, Langham).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) March 1938	Mildenhall	?	Thum	?	Similar to No.1402 Flight at same period.		Vertical ascents to ?500-400 mb.				
2) Probably late '39 or early '40.	Mildenhall	3+1 Gladiator	Thum	2	i) 0645 B.S.T. ii) 1200 B.S.T.			as above.			
3) -.9.40.	Mildenhall	as above	as above	"	as above		? No.401 Flight allotted. This became No.1401 Flight.				
4) -.10.40.	Mildenhall	as above	as above	"	i) As early as possible in morning. ii) As late as possible in evening.						
5) 25.4.41.	Mildenhall	3+1 Gladiator	Thum	2	as above		as above				
		1+1 Spitfire IIa	Prata	1			Vertical ascents to 40,000 feet but did not commence until September, 1942.				
6) -.6.41.	Mildenhall	as above	Thum	3	i) 0630) ii) 1130) DBST iii) 1730)			as above			
		as above	Prata	1				as above			
7) 7.8.41.	Mildenhall	3+1 Gladiator	Thum	as				as			
		1+1 Spitfire IIa	Prata		above			above			
		1+1 Spitfire F	Pampa				For long range reconnaissance over enemy and enemy occupied territory. Tracks laid on as required.				
8) 12.9.41.	Mildenhall	3+2 Gladiator	Thum	as			as				
		1+1 Spitfire IIa	Prata		above		above				
		1+1 Spitfire F	Pampa								
9) -.9.41.	Mildenhall	3+2 Gladiator	Thum	3	as above		as above				
		1+1 Spitfire IIA	Prata	1	i) 0630 DBST.		as above				
		1+1 Spitfire F	Pampa				as above				
10) 1.10.41.	Mildenhall	as above	Thum	3	i) As early as poss. ii) 1230 B.S.T. iii) As late as poss.			as			
			Prata Pampa	1	as above			above			
11) 30.10.41.	Bircham Newton	as above	as above		as above			as above			
12) 26.1.42.	No.1403 Flight, Bircham Newton, disbanded and amalgamated with No. 1401 Flight to form a new No.1401 Flight, Bircham Newton.										
	Bircham Newton	3+2 Gladiator	Thum	as	i) 0630 or dawn ii) 1130 B.S.T. iii) 1730 or dusk			as above			
		1+1 Spitfire IIa	Prata	above	i) 0630 or dawn whichever later.			as above			
		1+1 Spitfire F	Pampa					as above			
		2+1 Hudson III	Reco (Rhombus)	1	As early as possible	1	030°T from base	300-400m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2	Return on recip.	as above	500-950mb.	To base.	
13) 10.2.42.	Bircham Newton	3+2 Gladiator	Thum		as above			as above			
		2+1 Spitfire Va	Prata		as above			as above			
		2+0 Spitfire F	Pampa		as above			as above			
		4+2 Hudson III	Reco		as above			as above			
14) 26.2.42.	Bircham Newton	3+2 Gladiator	Thum		as above			as above			
		2+1 Spitfire Va	Prata		as above			as above			
		2+0 Mosquito IV	Pampa		as above			as above			
		4+2 Hudson III	Reco		as above			as above			
15) 29.3.42.	Bircham Newton	as above	Thum	3	Apr-Sept. i) 0500-0600 ii) 1200-1300 iii) dusk						
		as above	Prata	1	i) 0500-0600						
		as above	Pampa	1	as reqd.		Variable track, sortie to last about 4½ hours.				
		as above	Reco (Rhombus)	2	i) Asc. at 0500 ii) Asc. at 1200	1	030°T from base.	300 m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2	Return on recip.	300m.	600-950mb.	To base	
							The second sortie can be on any suitable track.				
16) 3.6.42.	Bircham Newton	as above	Thum		as above			as above			
			Prata		as above			as above			
		as above	Pampa		as above			as above			
			Reco (Rhombus)		as above but 2 sorties can be made together if necessary.			as above			
17) -.7.42.	Re-named as No.521 Squadron.										
18) 23.9.42.	Bircham Newton	as above	Thum	3	Oct-Mar. i) Dawn ii) 1200-1300Z iii) Dusk			as above			
		as above	Prata	1	Dawn			as above			
		as above	Pampa	1	As reqd.			as above			
		as above	Reco (Rhombus)	2	i) Asc. at sunrise ii) 1200Z	1	030°T from base	300n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2	Return on recip.	300n.m.	600-950mb.	To base.	
19) 29.9.42.	Bircham Newton.	as above	as above	as above				as above			Special Thum flights can be laid on over the sea, not more than 100 miles from Bircham Newton.

(20)

	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	TRACKS, ETC. Length.	General level of flight.	Ascent/Descent etc.	Remarks.
20) 30.9.42.	Bircham Newton	3+2 Gladiator	as above		as above			as above			
		2+1 Spitfire Va	as above		as above			as above			
		6+2 Mosquito IV	extra sorties can be called								
		4+2 Hudson III	as above		as above			as above			
21) 28.11.42.	Bircham Newton	3+2 Gladiator	Thum		as above			as above			
		2+1 Spitfire Va	Prata		as above			as above			
		6+2 Mosquito IV	Pampa		as above			as above			
		4+2 Hampden III	Reco (Rhombus)		as above			as above			
22) 6.2.43.	Bircham Newton	3+2 Gladiator	Thum		as above			as above			
		2+1 Spitfire VI	Prata		as above			as above			
		6+2 Mosquito IV	Pampa		as above			as above			
		4+2 Hampden III	Reco		as above			as above			
23) 1.3.43.	Bircham Newton	as above	Thum	3	i) 0600Z ii) 1200Z iii) 1800Z			as above			
		as above	Prata	1	i) 1200Z			as above			
		as above	Pampa		as required						
		as above	Reco	2	i) 0600Z, ii) 1200Z			as above			
24) 19.3.43.	Pampa flight (Mosquito aircraft) transferred to Oakington and Squadron downgraded to No.1401 Flight again, with establishment.										
		3+2 Gladiator	Thum		as above			as above			
		2+1 SpitfirePR.VI	Prata		as above			as above			
		4+2 Hampdens III	Reco		as above			as above			
25) 7.8.43.	The Spitfire aircraft transferred to Manston (for Prata flights) as No.1401 Flight. The remaining aircraft, Gladiators and Hampdens, to transfer to Docking, to form No.521 Squadron. The Hampden aircraft to be held against the new establishment of Ventura aircraft in No.521 Squadron which was										
	Docking	3+2 Gladiator	Thum		as above			as above			No.521 Sqdn. actually did not transfer to Docking until September.
		4+2 P.V.1. (Ventura)	Reco (Rhombus)		as above			as above			
26) 20.12.43.	Docking	3+2 Gladiator	Thum		as above			as above			This Shuttle service did not commence until March 1944. It is performed both by Nos.519 and 521 Squadrons.
		4+0 P.V.1. (Ventura)	Reco	2 in same direction	i) Asc.at 0600Z ii) Asc.at 1200Z	Flights between Docking and Skitten or vice versa from Skitten.					
						1	35°T from Docking	300 n.m.	950 mb.	Asc.to 500 mb. at terminal point 56°55'N 05°40'E	
						2	288°T	300 n.m.	500-950mb. in first 100 n.m.	To Skitten	
27) 14.2.44.	Docking	as above	Thum		as above			as above			This alteration in Shuttle Rhombus did not commence until 10.3.44. In the meantime one shuttle Rhombus & one ordinary Rhombus was flown.
		as above	Reco (Shuttle Rhombus)	1 in each direction	as above			as above			
28) 9.5.44.	Docking	3+2 Gladiator	as above					as above			
		4+0 Hudson III	as above					as above			
29) 27.6.44.	Docking	3+2 Gladiator) 2 Hurricane)	Thum		as above			as above			
		4+0 Hudson III	Reco (Shuttle Rhombus)		as above			as above			
30) 1.8.44.	Docking	as above	Thum	3	i) 0500Z, ii) 1100Z iii) 1700Z			as above			
		as above	Reco	2	i) 0500Z, ii) 1100Z			as above			
31) 21.9.44.	Docking	5 Hurricane	as above					as above			
		4+0 Hudson III	as above					as above			
32) 7.11.44.	Langham	5 Hurricane	as above					as above			
		4+0 Hudson III	as above					as above			
						1	033°T from Langham		950 mb.	Asc.to 500 mb. at terminal point 57°07'N 05°43'E.	
						2	286°T	200 n.m.	500-950mb.	Gradual descent.	
						3	Continue or vice versa from Wick.		950 mb.	To Wick	
33) 16.4.45.	Langham	5 Hurricane	Thum		as above			as above			Shuttle Rhombus between Wick and Langham by both Nos.519 and 521 Squadrons ceased 16.4.45.
		7 Fortress II/IIa	Reco (Rhombus)	2	as above	1	33°T	300 n.m.	950 mb.	Asc.to 400 mb. at terminal point 57°07'N 05°43'E	
						2	288°T	150 n.m.	500-950mb.	Terminal point 57°55'N 01°19'E.	
						3	182°T	300 n.m.	950 mb.	To base.	
34) 22.6.45. 12.7.45.	Langham	as above	Thum		as above			as above			
			Reco	All but 1 Fortress aircraft grounded owing to structural defects. Flights resumed according to directive on 13.7.45.							
35) 14.8.45. & 29.9.45.	Langham	5 Hurricane	Thum		as above			as above			
	The establishment of Fortress aircraft was to be deleted but the carrying out of this decision was later deferred for a time as the aircraft were required to carry out flights previously performed by the Americans.										
36) 2.10.45.	Langham	5 Hurricane	Thum		as above			as above			
	Rhombus flights discontinued and Fortress aircraft transferred on detachment to Brawdy to carry out Allah flights. The Squadron was shortly afterwards transferred to Chivenor, leaving the Thum aircraft at Langham as a detachment.										

See new page.

No.521 Squadron (detached Brawdy, Chivenor (both with detachments Langham).)

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing	Length.	General level of flight	Ascent/Descent etc.	Remarks.
						TRACKS, ETC.					
1) 3.10.45.	On cessation of Allah flights by U.S.A.A.F., long-range aircraft of No.521 Squadron were detached to Brawdy from Langham to carry out Allah sorties. Rhombus sorties from Langham ceased though Thum aircraft (Hurricanes) remained there to carry out vertical ascents. After a short detachment at Brawdy No.521 Squadron moved to Chivenor, its Thum aircraft remaining at Langham to carry out vertical ascents, as a detachment. The intention was to form the Thum aircraft into a new flight, separate from No521 Squadron.										
	Brawdy (Detachment)	7 Fortress	Reco (Allah)	1	Asc.0300	1	249°T from	600 n.m.	950 mb.	Asc.to 500 mb. at terminal point 48°18'N 19°14'W	
						2	015°T	250 n.m.	500 mb.	Des.to sea surface at point 52°19'N 18°00'W.	
						3	103°T	350 n.m.	950 mb.	To point 50°59'N 08°53'W (this is pos.3 on 1st leg)	
						4	069°T	150 n.m.	950 mb.	To base.	
	Langham	5 Hurricane	Thum	3	i) 0500Z, ii) 1100Z iii) 1700Z	Vertical ascents to 400 mb.					
2) 5.11.45.	Chivenor	7 Fortress	Reco (Allah)	2	Asc.0300Z,1500Z	1	from base to Hartland Point 51°01'N 04°32'W.				
						2	255°T from Ht.Point.	600 n.m.	950 mb.	Asc.to 500 mb. at terminal point 48°26'N 19°29'W,	Only the 0300Z sortie was made owing to aircraft unserviceability.
						3	010°T	250 n.m.	500 mb.	Des.to sea surface at point 52°32'N 18°21'W.	
						4	109°T	400 n.m.	950 mb.	To point 50°22'N 08°21'W (this is pos.3 on 1st leg)	
						5	075°T	150 n.m.	950 mb.	To Hartland Point Then to base.	
	Langham (detachment)	Hurricane	Thum		as above			as above			
3) 3.12.45.	Chivenor	7 Fortress	Reco		as above			as above			
	Langham (detachment)	Hurricane	Thum	2	i) Dawn, ii) 1100Z temporarily, these should become i) 2300Z, ii) 1100Z as soon as poss.			as above			
4) 19.3.46	Chivenor		Allah			Revised 'Allah' track introduced as follows:- Chivenor to Hartland Point (51°01'N 04°30'W)					
						1	225°T	650 n.m.	950 mb.	To 48°13'N 20°45'W Ascent.	
						2.	025°T	250 n.m.	500 mb.	To 52°00'N. 18°00'W Descent.	
						3	115°T.	300 n.m.	950 mb.	To 49°56'N 10°52'W (pos. 5 on 1st Leg), then ascent to 700 mb.	
						5	To base at most suitable flying height.				
5) 31.3.46	Squadron disbanded. 'Allah' track ceased.										

No.1403 Flight and No.520 Squadron (Gibraltar).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1)3.3.42.	Gibraltar	3 Hurricane	Thum	2	Apr.1-Sept.30 i)0500Z or dawn whichever later. ii) 1800Z Oct.1 - Mar.31. i) 0700Z ii)1800Z or dusk whichever earlier.		Vertical ascents to 400 mb.				The flight at this stage had no official number. The first ascent was not made until 24 May 1942. Aircraft became u/s in August and for a short period Spitfires were used.
2)-.10.42.	During the period of N.African landings special long distance sorties were laid on but even these were irregular.										
3) 6.3.43.	Gibraltar	3+0 Hampden 2+0 Gladiator	Reco (Nocturnal) Thum	1 2	i)Asc.at 0600Z i) 0600Z ii) 1200Z	1	280°T from base Vertical ascents to 400 mb.	450 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	Flight established as No.1403 Flt. Directive was not issued until 4.6.43.
4)28.6.43.	Gibraltar	6+2 Halifax V 2+0 Gladiator	as above		as above			as above			Hampden & Hudson aircraft used pending arrival of Halifaxes.
5) 7.8.43.	No.1403 Flight being disbanded and aircraft to be absorbed into No.520 Squadron which commenced to form forthwith, with similar establishment and programme.										
6)28.10.43.	Gibraltar	6+0 Halifax V 2+0 Gladiator	as above		as above			as above			
7) 5.11.43.	Gibraltar	7 Halifax V 2 Gladiator	Reco Thum	1 1	as above i) 0600Z			as above as above			
8)20.12.43.	Gibraltar	as above	Reco Thum	1 1or2	i)Asc.at 0500Z i)0600Z ii)if possible a second at 1200Z	1 2 3	280°T from base Return on recip. Continue on recip. Ascents to 400 mb.	700 n.m. 350 n.m. 350 n.m.	950 mb. 500 mb. 950 mb.	Asc.to 500 mb. at terminal point 38°10'N 19°35'W. Desc.to sea surface at 37°10'N 12°30'W. To base.	Halifaxes did not become available until after Feb.'44, consequently these long sorties were not attempted until after then. When Halifaxes were flying, some sorties were made to the Azores with return flights back from Azores to Gibraltar.
9)16.3.44.	Gibraltar	7 Halifax V 2+1 Gladiator	as above		as above			as above			
10)17.5.44.	Gibraltar	7 Halifax V 2+1 Hurricane IIC	as above		as above			as above			
11)June to Mid.Sept.	During this period the flights were made by Catalinas (climb to 700 mb. only) and Ventura aircraft as Halifax aircraft had to be returned to British Isles for major inspection.										
12)Nov.44.	Gibraltar	as 10	as 10		as 10	A temporary reduction in length of sortie was made as follows : 1 2 3	 280°T from base Return on recip. Continue on "	 450 n.m. 250 n.m. 200 n.m.	 950 mb. 500 mb. 950 mb.	 Asc.to 500 mb. at terminal point. Des.to sea surface. To base.	
13)-.2.45.	Gibraltar	7 Halifax III 3+0 Hudson III (for A.S.R only) 2+1 Hurricane IIC	as 10		as 10			as 10			
14)25.2.45-19.5.45.	Gibraltar	as 13	as 13	1	Asc.at 1200Z	Flight modifications made as follows :- Even dates. 1 2 3 Odd dates. 1 2 3 4	 280°T from base Return on recip. Continue on " 280°T from base 335°T Return on recip. (of 2) Continue on recip. (of 1) Thums as before	 450 n.m. 250 n.m. 200 n.m. 300 n.m. 150 n.m. 150 n.m. 300 n.m.	 950 mb. 500 mb. 950 mb. 950 mb. 950mb. 500 mb. 950 mb.	 Asc.to 500 mb. at terminal point. Des.to sea surface To base. - Asc.to 500 mb. at terminal point. Des.to sea surface. To base.	Flights as at 8 resumed in May 1945.
15)14.8.45.	Gibraltar	10+0 Halifax III 2+1 Hurricane IIC	Reco Thum	2* 1or2	as before as before		as at 8 as at 8				*Although 2 flights were scheduled they could not be started owing to shortage of ground crews.
16) 15.4.46.	Vertical ascents (Thum) ceased.										
17) 25.4.46.	Squadron disbanded. ' Nocturnal' track flown by a detachment of No. 518 Squadron. 1 sortie daily with ascent at 0300 hours G.M.T.										
18) 1.10.46.	No. 518 Squadron Detachment renumbered No. 202 Squadron Detachment.										
19) 18.11.46.	H.Q. Coastal Command reduced the operational requirement of 202 Detachment to 2 sorties every 3 nights but actually flights were more irregular than this owing to the acute servicing manpower shortage.										
20) 21.3.47	The time of take-off for Nocturnal was adjusted to enable the aircraft to reach the climb at 1130 hours G.M.T.										
21) 10.4.47	The time of take-off for Nocturnal was adjusted to enable the aircraft to reach the climb at 0930 hours G.M.T.										

Continued on page 27

Flights by U.S.A.A.F. (St.Eval, St.Mawgan, Bovingdon, Cheddington, Watton, Alconbury).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) 1.9.43.	During disbanding of No.1404 Flight, St.Eval, and the formation of No.517 Squadron, Brawdy, U.S. authorities agreed to loan 4 B.17 (Fortress) aircraft. These to be flown by their own crews, but with British Met.Air Observers.										
2) 18.9.43.	St.Eval	4 Fortress	Reco	1	i) Asc.at 0300Z	1	280°T from St. Eval.	800 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	
						2	Reciprocal track	400 n.m.	500 mb.	Des.to sea surface at this point.	
						3	Continue on recip	400 n.m.	950 mb.	To base.	
3) 25.9.43.	St.Eval	4 Fortress	Reco	1	i) Asc.at 0300Z	1	270°T from St.	as above			
						2	Reciprocal				
						3					
4) 28.9.43.	U.S. offered a further 4 Fortress aircraft. There was discussion over a more suitable base and H.Q.Transport Command agreed to the accommodation of the U.S. aircraft at St.Mawgan.										
5) 4.11.43.	St.Mawgan	8 Fortress	as 3	as 3	as 3	as 3		as 3			
6) 22.11.43.	Bovingdon	8 Fortress	Reco Epicure A	2	i) Asc.at 0200Z ii) Asc.at 1000Z	1	270°T from Trevose Head 55°33'N 5°05'W	700 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	The aircraft after Nov.'43 were based on a u/s airfield, but in all cases, the tracks were laid off from Trevose Head.
						2	Return on recip.	350 n.m.	500 mb.	Desc.at this point to sea surface.	
						3	Continue on recip.	350 n.m.	950 mb.	To Trevose Head.	
						4		?		To base.	
7) 22.12.43–20.1.44 approx.	Cheddington	as above	as above		i) Asc.at 0359Z ii) Asc.at 1200Z	1	255°T from Trevose Head (but see 8)	700 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	
						2	Return on recip.	350 n.m.	500 mb.	Des.at this point to sea surface.	
						3	Continue on recip.	350 n.m.	950 mb.	To Trevose Head.	
						4				To base.	
8) 21.1.44	Bovingdon	as above			as above			as above			
							Although the track laid on was 255°T from Trevose Head, track 270°T was still normally used until March when track 260°T was used.				From Feb. onwards an ascent to 400mb. at terminal point was sometimes made.
9) 24.4.44.	Watton	as above			as above			as above			Normally it was not practicable to fly beyond pos.14, but if 12 hrs. notice were given, pos.18 could be reached. This was from about May onwards
10) 12.7.44.	Watton	Fortress			as above	1	260°T from Trevose Head.	650 n.m.	950 mb.	Asc.to 400 mb. at terminal point.	
						2	030°T	250 n.m.	500 mb.	Des.to sea surface.	
						3	102°T		950 mb.	To Trevose Head	
						4	-	-	-	To base.	
11) 1.8.44.	Watton	Fortress	as above	2	i) Asc.at 0300Z ii) Asc.at 1500Z	"	"	"	"	"	
12) 20.9.44.	Watton	Last sortie of Epicure A flown. Commencement of Sharon and Allah.			(See next sheet).						

Flights by U.S.A.A.F. (Continued).
(St.Eval, St.Mawgan, Bovingdon, Cheddington, Watton, Alconbury).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
13) 20.9.44.	Watton	Fortress	Reco I. Allah	3	i) Asc. at 0400Z	1	282°T from Trevose Head	500 n.m.	950 mb.	Asc. to 400 mb. at point 52°03'N 18°27'W	
						2	Return on recip	250 n.m.	500 mb.	Des. to sea surface	
						3	Continue on recip	250 n.m.	950 mb.	To Trevose Head. Then on to base.	
	Watton & Azores	Fortress	II. Sharon	2 1 out & 1 back.	i) Asc. at 0600Z on outward flight. ii) Des. at 1800Z on return flight.	1	260°T from Trevose Head.	650 n.m.	950 mb.	Asc. to 400 mb. at point 48°43'N 21°22'W.	
						2	202°T	643 n.m.	500 mb.	Des. to sea surface at 44°53'N 23°49'W.	
						3			950 mb.	To Lagens, Azores.	
						On the return flight Ascents and Descents are interchanged.					
14) 29.4.45.	Watton	Fortress	I. Allah	2	as above	1	270°T from Trevose Head.	650 n.m.	950 mb.	Asc. to 400 mb. at terminal point 50°29'N 22°01'W.	
						2	070°T	250 n.m.	500 mb.	Des. to sea surface at 51°45'N 15°45'W.	
						3	102°T	413 n.m.	950 mb.	To St.Eval. Then on to base.	
	Watton & Azores.		II. Sharon	2 1 out & 1 back.	as above	1	250°T from Trevose Head	600 n.m.	950 mb.	Asc. to 400 mb. at point 47°00'N 19°16'W.	
						2	214°T	250 n.m.	500 mb.	Des. to sea surface at 43°40'N 22°35'W.	
						3		350 n.m.	950 mb.	To Lagens, Azores.	
						On return flight, ascent and descent are interchanged. An alternate <u>out</u>bound (only) route was sometimes used; see below.					
			Sharon			1	from Trevose Head	600 n.m.	950 mb.	Asc. to 400 mb. at terminal point.	
						2	Return on recip.	250 n.m.	500 mb.	Des. to sea surface.	
						3	Continue on recip.	350 n.m.	950 mb.	To Trevose Head. (Then on to base).	
15) 1.8.45.	Watton & Alconbury	Fortress	Reco Allah	2	i) Asc. at 0400Z ii) Asc. at 1600Z	1	257°T from Trevose Head	600 n.m.	950 mb.	Asc. to 400 mb. at terminal point 48°17'N 19°52'W.	
						2	19°T	250 n.m.	500 mb.	Des. to sea surface at 52°12'N 17°48'W.	
						3	102°T	495 n.m.	950 mb.	Return to Trevose Head (Then on to base).	
"	Sharon discontinued.										
16) 26.9.45.	Allah discontinued.										

No.518 Squadron (Stornoway, Tiree, Aldergrove).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) 6.7.43	Approval was given for the formation of No.518 Squadron at Stornoway with an aircraft establishment of 12+3 Halifax V for reconnaissance flights. These reconnaissance flights were to replace those (Bismuth) from Aldergrove which were flown by No.1402 Flight. The establishment of 4+2 Hampden aircraft in No.1402 Flight were to be held against the new 518 Squadron, pending the availability of the Halifax aircraft. Then on										
7.3.43.	it was agreed that the new squadron should be located at Tiree with an establishment of 12+4 Halifax V aircraft. The extra 4 aircraft were for training purposes.										
2) 13.9.43.	Stornoway	12+4 Halifax V	Reco (interim Mercer)	1	i) Asc.at 0230Z	1	241°T from base	400 n.m.	950 mb.	to point 55°00'N 17°00'W	Flights actually commenced on 15.9.43.
						2	270°T	400 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	
			Bismuth flts. were also to be done.	1		3	Return on recip. (of 2)	400 n.m.	500 mb.	Des.to sea surface.	
						4	Continue on recip. (of 1)	400 n.m.	950 mb.	To base.	
3) 26.9.43.	Tiree	as above	as above (interim Mercer)	1	as above	1	265°T from base	800 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	Last Bismuth flight was flown from Aldergrove on 23.9.43.
						2	Return on recip.	400 n.m.	500 mb.	Des.to sea surface.	
						3	Continue on recip.	400 n.m.	950 mb.	To base.	
						During period 5-15/10 sorties were late and ascents were made at position of descent, and descents at position of ascents.					
4) 28.10.43.	Tiree	12+0 Halifax V	as above			as above			as above		Aircraft for training purposes were left separate.
5) 5.11.43.	Tiree	14+0 Halifax V	as above			as above			as above		
6) 12.11.43-8.12.43.	Tiree	as above	During this period Mercer was unable to fly every day. Consequently some flights were laid on to be flown by No.131 O.T.U. from Killadeas (Cheapjack sorties, see separate page) and Mercer and Cheapjack were supposed to operate on alternate days. On any day when they both flew, then Mercer flew on a track of 280°T from base for 450 n.m.								
7) 20.12.43.	Tiree	14+0 Halifax V	Reco (Mercer)	1	i) Asc.at 0500Z	1	250°T from base	700 n.m.	950 mb.	Asc.to 500 mb. at terminal point 52°35'N 25°30'W.	If only one sortie can be made then this should be a Mercer flight on track 265°T from base.
						2	Return on recip.	400 n.m.	500 mb.	Des.to sea surface.	
						3	Continue on recip.	300 n.m.	950 mb.	To base.	
			Reco (Bismuth)	1	i) Asc.at 0500Z	1	275°T from base	550 n.m.	950 mb.	Asc.to 500 mb. at terminal point 57°20'N 23°40'W.	Flights recommenced 28.2.44.
						2	45°T	400 n.m.	500 mb.	Des.to sea surface 62°00'N 14°30'W.	
						3	140°T	410 n.m.	950 mb.	To base.	
8) 22.7.44.	Tiree	22+0 Halifax V	as above		as above		as above				
9) 25.7.44.	Tiree	as above	Reco (Mercer)	2	i) Asc.at 0500Z ii) Asc.at 1700Z	1	239°T from base	400 n.m.	950 mb.	Asc.to 500 mb. at terminal point 53°05'N 16°50'W.	Order of priority : 3 per day: 2B & 1M (Asc.at 0500Z) 2 per day: 1B & 1M (Asc.at 0500Z) 1 per day: 1M on track 265° for 700n.m. from base (Asc.at 0500Z). Desc.400n.m. from base
						2	277°T	300 n.m.	500 mb.	Des.to sea surface at point 53°45'N 25°00'W	
						3	75°T	650 n.m.	950 mb.	To base.	
			Reco (Bismuth)	2	i) Asc.at 0500Z ii) Asc.at 1700Z		as at 7 above				
10) 1.8.44.	Tiree	as above	as above		i) Asc.at 0300Z ii) Asc.at 1500Z		as above				
11) 14.11.44-18.1.45. (Reduced sorties)	Tiree	as above	Reco (Mercer)	2	as above	1	265°T from base	450 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	As from 25.11.44 only 3 reduced sorties could be done, so the forecast branch were asked to state daily which midday sortie was required.
						2	Return on recip.	250 n.m.	500 mb.	Des.to sea surface.	
						3	Continue on recip.	200 n.m.	950 mb.	To base.	
			Reco (Bismuth)	2	as above	1	300°T from base	450 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	
						2	Return on recip.	250 n.m.	500 mb.	Des.to sea surface.	
						3	Continue on recip.	200 n.m.	950 mb.	To base.	

After 19th January there was an attempt to return from these reduced sorties to normal ones as at 9 above, but in February again there was an official reduction of sorties owing to faulty aircraft and during the change from Halifax V to Halifax III, the following reduced programme was laid on. (See below)

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
12) 25.2.45.	Tiree	22 Halifax III	Reco (Mercer)	1	i) Asc.at 0300Z						Even these sorties were carried out very irregularly, pending the provision of the Halifax III aircraft. Resumption to full tracks as at 7 started
			Reco (Bismuth)	2	i) Asc.at 0300Z ii) Asc.at 1500Z	One standard Bismuth daily as at 7 above. Second Bismuth :-					
						1	260°T from base	550 n.m. (approx)	950 mb.	Asc.to 500 mb. at terminal point.	
						2	030°T	400 n.m.	500 mb.	Des.to sea surface.	
						3	130°T	410 n.m.	950 mb.	To base.	

/13)

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
13) 22.6.45.	8 aircraft detached to No.519 Squadron, Wick, to fly Recipe sorties on grounding of Fortress aircraft. Following amendments made to No.518 Squadron programme.										
	Tiree	14 Halifax III	Reco (Bismuth)	2	i) Asc. at 0300Z ii) Asc. at 1500Z	1	260°T from base	550 n.m.	950 mb.	Asc. to 500 mb. at terminal point 54°55'N 22°53'W.	
						2	030°T	400 n.m.	500 mb.	Des. to sea surface at 60°41'N 16°37'W.	
						3	130°T	400 n.m.	950 mb.	To base.	
		No more Mercer Flights.									
14) 14.8.45.	Tiree	10 Halifax III	Reco (Bismuth)		as above	as above		as above			
15) 4.9.45.	Aldergrove	10 Halifax III	Reco (Bismuth)	2	as above	1	266°T from Inistrahull	500 n.m.	950 mb.	Asc. to 500 mb. at terminal point 54°51'N 21°47'W.	On transfer of No.518 Squadron to Aldergrove, No.1402 Flight there was disbanded and incorporated into the Squadron. Actual transfer was made 18.9.45.
						2	031°T	400 n.m.	500 mb.	Des. to sea surface at 60°34'N 15°20'W.	
						3	140°T	400 n.m.	950 mb.	To Inistrahull (55°26'N 07°14'W).	
						4	Inistrahull to Aldergrove (total 1410 n.m.).				
		6 Hurricane IIC	Thums	4	i) 0500Z, ii) 1100Z iii) 1700Z, v) 2300Z		Vertical ascents to 300 mb.				
		3 Spitfire VI	Prata	1	i) 1100Z		Vertical ascent to 40,000 ft.				
16) 20.6.46	Vertical ascents (Thum) ceased.										
17) 1.7.46	Owing to shortage of maintenance staff, No. of sorties cut to 1 per day (Ascent at 0300 Z) until further notice. Track still the same as entry 15.										
18) 1.10.46.	No. 518 Squadron renumbered No. 202 Squadron.										
19) 8.11.46.	Owing to shortage of maintenance staff a further cut in sorties was made bringing the programme to 1 per 2 days.										
	Aldergrove	10 Halifax VI	Reco (Bismuth)	1 per 2 days	Asc. at 0300Z.	1	266°T from Inistrahull	500 n.m.	950 mb.	Asc. to 500 mb. at terminal point 54°51'N 21°47'W	
						2	031°T	400 n.m.	500 mb.	Descent to sea surface at 60°34'N 15°20'W	
						3	140°T	400 n.m.	950 mb.	To Inistrahull (55°26'N 07°14'W).	
						4	Inistrahull to Aldergrove.				
20) 25.1.47	Scheduled frequency of sorties reverted to 1 per day with ascent at 0300Z.										
21) 23.3.47	Time of take-off adjusted to enable ascent to be made at 1130 hours G.M.T.										
22) 13.4.47	Time of take-off adjusted to enable ascent to be made at 0930 hours G.M.T.										
23) 19-30.4.47	Bismuth sorties discontinued temporarily owing to need for pilots to undergo Instrument Rating Tests.										
24) 5.2.48.	Time of take-off adjusted to enable aircraft to carry out descent at 1500 G.M.T.										
25) 25.5.48.	Bismuth sortie now changed to three possible routes A, B and C. Route 'A' being that normally flown. The other routes may only be flown on request by the Senior Forecaster at C.F.O. at least 6 hours before E.T.D.					Route "A" 1.	238° from 54°30'N 10°00'W	500 n.m.	950 mb.	Asc. to 500 mb. at terminal point.	Reversal of tracks allowed if wind and aircraft safety make it advisable. The full programme is two sorties per day:- i) Ascent at 0001 G.M.T. ii) Ascent at 1200 G.M.T. When only one sortie can be flown, it shall be (ii).
						2.	029°	400 n.m.	500 mb.	Desc. to sea surface at terminal point	
						3.	096° to Inistrahull	300 n.m.	950 mb.		
						Route "B" 1.	234° from 54°30'N 10°00'W.	250 n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2.	317°	400 n.m.	500 mb.	Desc. to sea surface at terminal point.	
						3.	100° to Inistrahull	550 n.m.	950 mb.		
						Route "C" 1.	233° from 54°30'N 10° 00'W.	550 n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2.	078°	250 n.m.	500 mb.	Desc. to sea surface at terminal point	
						3.	037° to 54°30'N 10°00'W	350 n.m.	950 mb.		

/Continued on page 29.

No.1402 Flight (Aldergrove, Ballyhalbert, Aldergrove)

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) About Mar.'38. Flight established JAN '37 Directors Report year end 31 MAR 37	Aldergrove	Gauntlet	Thum	2 on Mon. Tues. Thurs. & Fri. 1 on Wed. & Sat. 0 on Sun.	Summer i) 0615Z ii) 1245Z Winter i) as early as poss. & not later than 0800Z. ii) 1300Z when only 1 flight then first is flown.		Vertical ascents to 500-400 mb.				
2) Probably late '39 or early '40.	Aldergrove	3+1 Gladiator (OCT '39)	Thum	2	i) 0645 B.S.T. ii) 1200		as above				
3) -.9.40.	Aldergrove	as above	Thum		as above		No. 402 Flight allotted to it. This became No.1402 Flight.				
4) -.10.40.	Aldergrove	as above	as above	"	i) As early as poss. in morning. ii) As late as poss. in evening.						
5) 25.4.41.	Aldergrove	3+1 Gladiator	Thum	2	as above		as above				
		1+1 Spitfire IIa	Prata	1			Vertical ascents to 40,000 ft. but did not commence until Sept.				
6) -.7.41.	Aldergrove	as above	Thum	3	i) 0630 DBST, ii) 1330 iii) 1930 DBST.		as above				
		as above	Prata	1			as above				
7) -.9.41.	Aldergrove	as above	Thum		as above		as above				Flights commenced.
		as above	Prata	1	i) 0630 DBST		as above				
8) 12.9.41.	Aldergrove	3+1 Gladiator	Thum		as above		as above				
		1+1 Spitfire II	Prata				as above				
9) 1.10.41.	Aldergrove	as above	Thum	3	i) as early as poss. ii) 1230 B.S.T. iii) as late as poss.		as above				
		as above	Prata	1	as above		as above				
10) 26.1.42.	No.1402 Flight and No.1405 Flight, Aldergrove, amalgamated to form new No.1402 Flight, Aldergrove.										
	Aldergrove	3+2 Gladiator	Thum	3	as above		as above				
		1+1 Spitfire II	Prata	1	as above		as above				
		4+2 Hudson III	Reco (Bismuth)	2		1	315°T from base	300-400 n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2	Return on recip.	"	500-950mb.	To base.	
11) 10.2.42.	Aldergrove	3+2 Gladiator	as above		as above		as above				
		2+1 Spitfire II									
		4+2 Hudson III									
12) 29.3.42.	Aldergrove	as above	Thum	3	Apr.-Sept (Incl) i) 0500-0600, ii) 1200-1300 iii) Dusk		Vertical ascents to 400 mb.				
			Prata	1	i) 0500-0600		Vertical ascents to not less than 40,000 feet.				
			Reco (Bismuth)	2	i) Asc. at 0500-0600 ii) Asc. at 1200-1230	1	295°T from	500 m. or max. range	950 mb.	Asc. to 500 mb. at terminal point 58°18'N 18°24'W.	
						2	Return on recip	"	500-950mb.	To base.	
							Direction of second sortie can be varied.				
13) 3.6.42.	Aldergrove	as above	Thum	as above	as above		as above				
			Prata				as above				
			Reco			1	295°T from Inistrahull	450 n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2	Return on recip.	450 n.m.	500-950mb.	To base.	
							If the two sorties are flown at the same time then tracks are 270°T and 310°T				
14) 23.9.42.	Aldergrove	as above	Thum	3	Oct.-Mar (incl) i) Dawn, ii) 12-1300 iii) Dusk.		as above				
			Prata	1	i) Dawn		as above				
			Reco	2	i) Asc. at Dawn ii) Asc. at 1200-1230		as above				
15) 28.11.42.	Aldergrove	3+2 Gladiator	Thum		as above		as above				
		2+1 Spitfire V	Prata								
		4+2 Hampden III	Reco								
16) 6.2.43.	Aldergrove	3+2 Gladiator	Thum		as above		as above				
		2+1 Spitfire VI	Prata								
		4+2 Hampden III	Reco								
17) 1.3.43.	Aldergrove	as above	Thum	3*	i) 0600Z, ii) 1200Z iii) 1800Z		as above				*In July '43 an extra Thum at 2400 was scheduled but this was not possible with the Gladiator aircraft.
			Prata	1	i) 1200Z		as above				
			Reco	2	i) Asc. at 0600Z ii) Asc. at 1200Z		as above				
18) 7.8.43.	Aldergrove	Establishment reduced and the Hampden aircraft to be absorbed into No.518 Squadron, Stornoway, and held against the establishment of No.518 Squadron. Reconnaissance flights actually ceased at Aldergrove on 23.9.43, others having commenced at Stornoway on 15.9.43. During August the period of changeover, certain Liberators on escort duty carried Met.Air Observers. These sorties used code word Bismuth for reports. Climb was to 10,000 ft. only. (See new page for No.518 Squadron). New establishment of No.1402 Flight was :-									
		3+2 Gladiator	Thum		as above		as above				
		2+1 Spitfire VI	Prata								
19) 20.12.43.	Aldergrove	as above	Thum	3	as above		as above				
		anove	Prata	1/2	i) 1200Z, ii) second at 0600Z if poss.		as above				

/20)

No.1402 Flight (Continued).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
20) 27.6.44.	Aldergrove	2 Hurricane IIC) 3+2 Gladiator)	Thum	as*	as above		as above				*An extra ascent at 2400 was laid on again, as facilities permit.
		2+1 Spitfire VI	Prata	above	as above		as above				
21) 1.8.44.	Aldergrove	as above	Thum	3	i) 0500Z, ii) 1100Z, iii) 1700Z		as above				
		as above	Prata	1	i) 1100Z						
22) 21.9.44.	Aldergrove	5 Hurricane IIC	Thum	as	as above		as above				
		2+1 Spitfire VI	Prata	above	as above		as above				
23) 2.11.44.	Aldergrove	6 Hurricane	Thum	as	as above		as above				
		2+1 Spitfire VI	Prata	above	as above		as above				
24) 1.12.44.	Ballyhalbert	as above	as above	as above	as above		as above				
25) 7.4.45.	Ballyhalbert	as above	Thum	4	i) 0500Z, ii) 1100Z iii) 1700Z, iv) 2300Z		Vertical ascent to 300 mb.				
			Prata	1	as above		as above				
26) 15.8.45.	Aldergrove	as above	as above	as above	as above		as above				
27) 4.9.45.	No.1402 Flight disbanded and aircraft incorporated into No.518 Squadron. Continued on that sheet.										

No.1401 Flight (H.Q.Fighter Command and B.A.O.R.).

Date	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg. Bearing. Length. General level of flight. Ascent/Descent etc.	Remarks.
1)	On disbanding of No.1401 Flight, Bircham Newton and formation of No.521 Squadron, the Prata flight broke away and went first to Manston to perform modified Prata flights under the operational administration of H.Q. Fighter Command, later H.Q.2nd T.A.F., and then B.A.O.R.						
7.8.43.	Manston	2+1 Spitfire VI	Modified Prata	2	i)30 mins.before sunrise ii)60 mins.before sunset	Ascents to 30,000 feet (300 mb.)	
2)12.9.44.	Manston	2+1 Spitfire VI	as above	"	i)30 mins.before sunrise ii)1800Z or as shortly before as daylight allows	as above	
3)21.9.44.	Manston	3 Spitfire LF IX	as above	"	as above	as above	
4)17.1.45.	Brussels (Melsbroek area)	as above	as above	"	as above	as above	Last flight at Manston was actually 18.12.44. prior to transfer to Continent.
5)26.3.45.	Brussels	6 Spitfire HF IX	as above	"	as above	as above	
6)-.6.45.	Eindhoven	as above	as above			Flights made in various places combining Pampa and vertical flights.	

No.1407 Flight & No.251 Squadron (Reykjavik).

Date	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	TRACKS, ETC. General level of flight.	Ascent/Descent etc.	Remarks.
1) 2.10.41.	Reykjavik	2+1 Hudson III	This establishment approved for Reconnaissance flight in Iceland but amended on								
2) 26.1.42.	Reykjavik	4+2 Hudson III	but tracks not laid on until March 1942 and no flights until April 1942 - see following								
3) 29.3.42.	Reykjavik	4+2 Hudson III	Reco (Magnum)	2 daily	i) Asc. at 0500Z or dawn whichever later ii) Asc. at 1230Z.	1	225°T from base	500 mls.	950 mb.	Asc. to 500 mb. at terminal point 58°48'N 33°00'W.	First flight made 19.4.42.
						2	return on recip	"	gradual desc. from 500 to 950 mb.	To base.	
					N.B. If take-off of second sortie less than 3 hours after first, then second sortie can be along another track.						
4) 3.6.42.	Reykjavik	as above	as above	"	as above	Track etc. as above, but if take-off of second sortie cannot be at least 4 hours after first then the two sorties should be made simultaneously on tracks 250° and 240° from base.					
5) 23.9.42.	Reykjavik	as above	as above	"	as above	As entries in 3) & 4) above.		450 n.m.	As entries in 3) & 4) above.		During all the period since the commencement of flights, it was seldom that a full sortie was flown, consequently on 3.12.42. the length was officially reduced to 300n.m. altho' this was not issued in the directive.
6) 28.11.42.	Reykjavik	4+2 Hampden III	as above	"	as above		as above	as above		as above	
7) 1.3.43.	Reykjavik	4+2 Hampden III	as above	"	i) Asc. at 0600Z ii) Asc. at 1200Z			as above			
8) 7.8.43.	Reykjavik	4+2 P.V.1. (Ventura G.R.V)	as above	"	as above			as above			
9) 20.12.43.	Reykjavik	as above	as above	1	i) Asc. at 0600Z	1	225°T from base	600 n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2	Return on recip.	600 n.m.	gradual desc. from 500mb.-950 mb.	To base	
10) 9.5.44.	Reykjavik	4+2 Hudson III	Reco (Magnum)	1	i) Asc. at 0600Z			as above			
11) 21.6.44.	Reykjavik	9+0 Hudson III	as above		as above			as above			
12) 25.7.44.	Reykjavik	12+0 Hudson III (9 for Met.) (3 for A.S.R.)	as above	2	i) Asc. at 0500Z ii) Asc. at 1700Z	1	225°T from base	600 n.m.	950 mb.	Asc. to 500 mb. at terminal point, 57°00'N 36°20'W.	Upgraded to No.251 Squadron.
						2	Return on recip.	600 n.m.	Gradual desc. from 500mb.-950 mb.	To base.	
13) 8.3.45. (but see remarks, 14 & 15).	Reykjavik	9 Fortress II/IIa	as above	"	as above			as above			The Fortress aircraft only arrived in ones & twos & as Hudson losses were heavy make shift sorties had to be made by Liberators of another squadron. (53 Sqdn)
14) 30.3.45.-21.5.45 & on alternate days between 22.5.45 & 29.5.45 (see 15)	Reykjavik	Liberator	as above	1	as possible	1	205°T from base	700 n.m.	950 mb.	No ascents. Terminal point 53°33'N 31°32'W.	
						2	335°T	500 n.m.	950 mb.	Terminal point 60°50'N 38°29'W.	
						3	068°T	500 n.m.	950 mb.	To base.	
						Sorties could be flown in an anti-clockwise direction.					
15) 22.4.45. (see remarks)	Reykjavik	9 Fortress II/IIa	as above	2	i) Asc. at 0500Z ii) Asc. at 1700Z	1	210°T from Cape Utskalar 64°05'N 22°40'W	550 n.m.	950 mb.	Asc. to 400 mb. at terminal point 56°09'N 31°55'W.	The Fortress directive was issued on this date but flights did not start until May. Between 22 & 29.5.45 they were made on alternate days (see 14) then after 29.5.45. Fortress flights only were made.
						2	330°T	300 n.m.	500 mb.	Des. from 500 mb. at terminal point 60°29'N 36°41'W	
						3	061°T	450 n.m.	950 mb.	Cape Utskalar, then to base.	
						Sorties could be flown in an anti-clockwise direction.					
16) 22.6.45-14.7.45.	All aircraft grounded owing to structural defects and thereafter sorties very irregular and on										
17) 14.8.45.	Reykjavik	10 Halifax III	were approved for new establishment, but never sent and on								
18) 30.10.45.	Squadron disbanded.										

No.1408 Flight (Wick).

	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) 15.11.41.	Wick	2+1 Hudson III	Reco (Recipe)	1	i) Asc. at dawn ii)	1	012°T from base or Noup Head.	500 n.m.	950 mb.	Asc. to 500 mb. at about 66°N 0000	
						2	Return on recip.	500 n.m.	500-950mb.	To base.	

Although the above was scheduled no flights were actually made until some aircraft were transferred from Nos.1403 and 1405 Flights in February 1942. In the meantime however on 26.1.42, No.1408 flight combined with the vertical No.1406 Flight at Wick to form a new No.1406 Flight.

No.1406 Flight (Wick).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	TRACKS, ETC. General level of flight.	Ascent/Descent etc.	Remarks.
1) 25.4.41.	Wick	1+1 Spitfire II	Prata	1	i) 0630 clock time or dawn, whichever later.	Vertical ascent to 200 mb.					Flights did not commence until Oct. '41.
2) 26.1.42.	Wick	Combined with No.1408 Flight (Reco) to form a new 1406 Flight at Wick as follows :									No.1408 Flt. was established in Nov. '41 but did not commence flight until Feb. '42 when it had become 1406 Flight.
		1+1 Spitfire II	Prata	1	i) as above	as above					
		4+2 Hudson III	Reco (Recipe)	1	i) Asc. at dawn	1	012°T from base or Noup Head	500 n.m.	950 mb.	Asc. to 500 mb. at about 66°N 00°00'	
						2	Return on recip.	500 n.m.	500-950 mb.	To base.	
3) 10.2.42.	Wick	2+1 Spitfire V	Prata	as above	as above	as above	as above				
		4+2 Hudson III	Reco				as above				
4) 29.3.42.	Wick	as above	Prata	1	i) 0500-0600	as above			as above		Only a few flights were done as practice as there was only one aircraft available.
			Reco	2	i) Asc. at 0500 or dawn whichever later. ii) Asc. at 1200-1230.	1	012°T from base or Noup Head.	500 n.m.	950 mb.	Asc. to 500 mb. at terminal point 65°48'N 00°00'W	
						2	Return on recip.	500 n.m.	600-950 mb.	To base.	
						The second sortie can be flown on any track 250°T - 300°T from						
5) 3.6.42.	Wick	as above	as above	as above		as above but on the Reconnaissance flights the two flights can be flown simultaneously.					
6) 23.9.42.	Wick	as above	as above	as above	i) Dawn	as above					
					i) & ii) as above	1	Wick to Noup Head 59°20'N 03°04'W.				
						2	012°T	400 n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						3	Return on recip.	400 n.m.	500-950 mb.	To Noup Head, then on to Wick.	
7) 28.11.42.	Wick	2+1 Spitfire V	Prata	1	as above			as above			
		4+2 Hampden	Reco (Recipe)	2							
8) 6.2.43.	Wick	2+1 Spitfire VI	Prata	1	as above			as above			
		4+2 Hampden	Reco	2							
9) 1.3.43.	Wick	as above	Prata	1	i) 1200Z			as above			
			Reco	2	i) Asc. at 0600Z ii) Asc. at 1200Z						
10) 7.8.43.	No.1406 Flight to be disbanded and No.519 Squadron, Wick, to form forthwith with a new establishment of 8+4 Ventura and 2+1 Spitfire VI. During formation, the aircraft of No.1406 Flight to be held against establishment of No.519 Squadron. See new sheet for No.519 Squadron.										

No.1405 Flight, (Aldergrove).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) -.9.40.	Flight No. 405 was allotted for reconnaissance flight, Bismuth, from Aldergrove. This became No.1405 Flight.										
2) -.12.40.	Aldergrove	2+1 Blenheim IV	Reco (Bismuth)	-	-	-	-	-	-	-	
3) 22.1.41.	Aldergrove	as above	as above	1		1	Approx. N.W. in direction of Rockall.	500 n.m.	800 mb.	Asc. to 500 mb. at terminal point.	Did not actually commence until 16.4.41.
						2	Return on recip.	500 n.m.	500-800 mb.	To base.	
4) 13.5.41.	Aldergrove	as above	as above	"	Dawn (about 0500-0530 B.S.T.) from commencement of sortie.			as above			
5) 18.8.41.	Aldergrove	2+1 Hudson V	as above		as above			as above			
6) 22.8.41.	Aldergrove	2+1 Hudson III	as above		as above			as above			
7) -.11.41.	Aldergrove	as above	as above		as above	Length of track variable 400-500 miles according to aircraft capabilities.					
8) 24.1.42.	Aldergrove	as above	as anove		as above	1	315°T from base	300-400n.m.	950 mb.	Asc. to 500 mb. at terminal point.	
						2	Return on recip.	300-400n.m.	500-950mb.	To base.	
9) 26.1.42.	Amalgamated with No.1402 Flight, Aldergrove, to form new No.1402 Flight, Aldergrove, see No.1402 Flight sheet.										

No.1403 Flight, al. Newton).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) -.9.40.	Flight No.1403 was allotted for reconnaissance flight, Rhombus, from Bircham Newton. This became No.1403 Flight.										
2)8.12.40.	Bircham Newton	2+1 Blenheim IV	Reco (Rhombus)								
3)22.1.41.	Bircham Newton	as above	as above	1		1 2	N.40E from Bircham Newton. Return on recip.	full range of Blenheims as above	800 mb. 500-800 mb.	Ascent to 500 mb. at terminal point. To base.	
4)13.5.41.	Bircham Newton	as above	as above	"	Dawn(about 0500-0530 DBST) for commencement of sortie.		as above		as above		
5)12.6.41.	Bircham Newton	as above	as above	Time of start of sorties as early as possible.		1 2	N.45E from Bircham Newton.		then as before " " "		
6)1828.41.	Bircham Newton	2+1 Hudson V	as above		as above		as above		as above		
7)22.8.41.	Bircham Newton	2+1 Hudson III	as above		as above		as above		as above		
8)-.11.41.	Bircham Newton	as above	as above		as above	1 2	30^{o}T from base Return on recip.	300 n.m. 300 n.m.	950 mb. 500-950 mb.	Asc.to 500mb. at terminal point. To base.	
9)26.1.42.	Amalgamated with No.1401 Flight, Bircham Newton, to form new No.1401 Flight, Bircham Newton. (Continued on new sheet).										

No.1404 Flight, St.Eval.

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
						TRACKS, ETC.					
1) -.9.40.	Flight No. 404 was allotted for a reconnaissance flight, Epicure, from S.W.England. This became No.1404 Flight.										
2) -.12.40.	St.Eval	2+1 Blenheim	Reco (Epicure)								
3) 22.1.41.	St.Eval	as above	as above	1		1 2	S.W.from St.Eval. Return on recip.	500 n.m.* "	800 mb. variable ht. from 500mb.	Asc.to 500 mb. at terminal point. To base.	*Actually the sortie flown was only about 300miles. Time of sortie varied though on 30.4.41 it was suggested as 0700Z.
4) 13.5.41.	St.Eval	as above	as above	1	Dawn(about 0500-0530 BST)for commencement of sortie.		as above			as above	
5) 20.5.41.	St.Eval	as above	as above	1	0600 B.S.T.		as above			as above	
6) 18.8.41.	St.Eval	2+1 Hudson V	as above	1	as above		as above			as above	
7) 22.8.41.	St.Eval	2+1 Hudsan III	as above	1	as above		as above			as above	
8) 3.9.41.	St.Eval	as above	as above	Able to undertake occasional 2nd sortie with ascent about 1300Z							
9) -.11.41- -.4.42.	St.Eval	as above	as above		as above	Varying tracks with length of sortie 300-500 miles though laid down on 24.1.42. as follows					
10) 24.1.42.- 26.1.42.	St.Eval	4+2 Hudson III	as above		as above	1 2	230°T from St.Eval. Return on recip.	300-400n.m. "	950 mb. 600-950mb.	Asc.to 500 mb. at terminal point. To base.	
11) 29.3.42.	St.Eval	as above	as above	2	i) Asc.at 0500 or dawn whichever later, time of take-off being adjusted. ii) Asc.at 1200-1230.	1 2	230°T from St.Eval Return on recip.	500 miles or max.range of Blenheims while still in use. as above	950 mb. 600-950mb.	Asc.to 500 mb. at terminal point. To base.	
						Second sortie can be varied.					
12) 3.6.42.	St.Eval	4+2 Hudson III	Reco (Epicure)	2	as above		as above		as above		
						2 sorties can be made simultaneously if necessary on tracks 220°T and 260°T from St.Eval.					
13) 23.9.42.	St.Eval	as above	as above	2	i) Asc.at sunrise ii) Asc.at 1200-1230Z		as above	450 n.m.		as above	During periods of landing in N. Africa special long distance sorties were laid on though even these were irregular.
14) 28.11.42.	St.Eval	4+2 Hampden	as above	2	as above			as above			
15) 1.3.43.	St.Eval	as above	as above	2	i) Asc.at 0600Z ii) Asc.at 1200Z						
16) 7.8.43.	No. 1404 Flight being disbanded and aircraft to be absorbed into No.517 Squadron forming at St.Davids with establishment of 18+6 Halifax V. The U.S.A.A.F. performed part of flight programme laid on for No.517 Squadron (see separate sheet). During change-over Hudson and Hampden aircraft were used, tracks varying between 230° and 270°T from St.Eval. (See No.517 Squadron sheet).										

No.517 Squadron (St.Davids, Brawdy, Chivenor).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	TRACKS, ETC. General level of flight.	Ascent/Descent etc.	Remarks.
1) 7.8.43.	St.Davids	18+6 Halifax V	Reco (Epicure A and B)	2 each scheduled.	To form on disbanding of No.1404 Flight, aircraft from that flight being absorbed into No.517 Squadron. During formation of Squadron, flights continued from St.Eval (see No.1404 Flight sheet) and the U.S.A.A.F. took on the Epicure A part of the programme, temporarily and then permanently.						
2) 28.10.43.	St.Davids	26+0 Halifax V°	as above			as above					
3) 5.11.43.	St.Davids	23+0 Halifax V	as above			as above					
4) 20.12.43.	St.Davids	as above	as above	1 only done to start.	i) Asc.at 0500Z.	1	215°T from base	650 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	Squadron left St.Eval and started to reform at St.Davids on 8.12.43.
						2	Return on recip.	350 n.m.	500 mb.	Des.to sea surface here.	
						3	Continue on recip	300 n.m.	950 mb.	To base.	
5) -.1.44.	Brawdy	as above	as above	as above		as above					
6) 12.3.44.	Brawdy	as above	as above	as above		1	240°T from base	250 n.m.	950 mb.	To point 49°50'N 10°30'W.	
						2	215°T	450 n.m.	950 mb.	Asc.to 500 mb. at terminal point 43°48'N 16°08'W.	
						3	Return on recip	350 n.m.	500 mb.	Des.to sea surface.	
						4	Continue on recip	350 n.m.	950 mb.	To base.	
7) 15.6.44.	Brawdy	as above	as above	2	i) Asc.at 0500Z ii) Asc.at 1700Z						
8) 22.7.44.	Brawdy	13+0 Halifax V	Epicure B	2	as above	as above					
9) 1.8.44.	Brawdy	as above	as above	"	i) Asc.at 0300Z ii) Asc.at 1500Z						
10) 17.9.44.	Brawdy	as above	as above	"	as above	1	215°T from base	700 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	
						2	Return on recip	350 n.m.	500 mb.	Des.to sea surface	
						3	Continue on recip	350 n.m.	950 mb.	To base.	
11) 21.9.44.	Brawdy	as above	Epicure	"	as above	as above			as above		
12) 14.11.44-21.1.45.	Brawdy	as above	as above	"	as above	1	215°T from base	450 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	These curtailed sorties took place until 22.1.45. when sorties reverted to normal as 10 above but then see 14.
						2	Return on recip.	250 n.m.	500 mb.	Des.to sea surface.	
						3	Continue on recip	200 n.m.	950 mb.	To base.	
13) -.2.45.	Brawdy	13+0 Halifax III	as above	"	as above	As 10.					
14) 25.2.45.	Brawdy	as above	as above	2 on even dates.	i) Asc.at 0300Z ii) Asc.at 1500Z	1	215°T from base	650 n.m.	950 mb.	Asc.to 500 mb. at terminal point.	
				1 on odd dates.	i) Asc.at 0300Z	2	Return on recip.	350 n.m.	500 mb.	Des.to sea surface.	
						3	Continue on recip	300 n.m.	950 mb.	To base.	
15) 25.4.45. (effective as 1.5.45)	Brawdy	as above	as above	2	i) Asc.at 0300Z ii) Asc.at 1500Z	1	198°T from base	400 n.m.	950 mb.	Terminal point 45°33'N 08°15'W.	
						2	240°T	300 n.m.	950 mb.	Asc.to 500 mb. at terminal point 43°03'N 14°18'W.	
						3	035°T	300 n.m.	500 mb.	Des.to sea surface.	
						4	035°T	350 n.m.	950 mb.	To base.	
16) 31.7.45.	Brawdy	as above	as above	as above		1	229°T from base	650 n.m.	950 mb.	Asc.to 500 mb. at terminal point 44°47'N 17°27'W.	
						2	070°T	350 n.m.	500 mb.	Des.at 46°47'N 09°35'W.	
						3	030°T		950 mb.	To base.	
17) 14.8.45.	Brawdy	10+0 Halifax III	as above	as above		as above					
18) 28.11.45.	Chivenor	10+0 Halifax III	Epicure	2	i) Asc.at 0300Z ii) Asc.at 1500Z	To Hartland Point 51°01'N 04°32'W.					
						1	235°T from Ht. Point.	700 n.m.	950 mb.	Asc.to 500 mb. at terminal point, 44°19'N 18°34'W.	
						2	072°T	400 n.m.	500 mb.	Des.to sea surface at 46°23'N 09°33'W.	
						3	028°T	250 n.m.	950 mb.	To 50°04'N 06°41'W (position 2 on 1st leg).	
						4	055°T	100 n.m.	950 mb.	To Hartland Point, then on to base.	

19) 21.6.46 Squadron disbanded. "Epicure" flights undertaken by Nos. 179, 210, 224 and 228 Squadrons based at St. Eval on the following track:-

From datum point 50°04'N. 06°41'W.

Leg	Bearing	Length	Level	
1.	235°T.	600 n.m.	950mb.	To 44°19'N 18°34'W ascent.
2	072°T	400 n.m.	500 mb.	To 46°23'N. 09°33'W descent.
3	028°T	250 n.m.	950 mb.	To 50°04'N. 06°41'W

Total sortie distance approx. 1390 n.m.

No. 269 Squadron (Azores).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	TRACKS, ETC. Leg. Bearing. Length. General level of flight. Ascent/Descent etc.	Remarks.
1) 1.1.44.	Lagens, Azores	4+1 Spitfire V with 3 others as backing.	modified Prata	2	i) 0600Z or as soon after as daylight permits. ii) 1800Z or as shortly before as daylight permits.	Vertical ascents to 30,000 feet (300 mb.).	
2) 5.8.45.	Lagens, Azores	5+1 Spitfire HF.IX.E.	as above	"	as above	Vertical ascents to 300 mb. or until temperature recorded by the mercury in steel thermometer reaches -35°F, whichever is the lower.	
3) 27.2.46	"Milestone" (unofficial) met. sorties ceased. Squadron to be disbanded.						
4) 3.3.46	Squadron disbanded. Vertical flight ceased as from that date.						

No.131 O.T.U. (Killadeas).

Date.	Base.	Aircraft.	Type of Flight.	No.	Times.	Leg.	Bearing.	Length.	General level of flight.	Ascent/Descent etc.	Remarks.
1) 12.11.43-8.12.43.	Killadeas	Catalina	Reco (Cheapjack)	1 if poss.	i) Take-off 0001Z	1	270°T from pos.1 at 54°30'N 10°00'W	500 n.m.	950 mb.	Asc.to 700 mb., followed by Descent.	This was organised when Mercer flights by No.518 Squadron were commencing and were very irregular.
						2	Return on recip.	500 n.m.	950 mb.	To base.	

Nos. 179, 210, 224 and 228 Squadrons (St. Eval).

Date	Base	Aircraft	Type of Flight	No.	Times	Leg	Bearing.	Length.	TRACKS, ETC. General level of flight.	Ascent/Descent etc.	marks
1) 21.6.46.	'Epicure' Met. Flights taken over on disbandment of 517 Squadron (Chivenor).										
	St. Eval	Lancasters (179 and 210 Squadrons) Liberators (224 and 228 Squadrons)	Epicure	1	Ascent at 0900Z	From datum point 50°04'N. 06°41'W.					
						1.	235°T	600 n.m.	950 mbs.	To 44°19'N. 18°34'W ascent.	
						2.	072°T	400 n.m.	500 mbs.	To 46°23'N. 09°33'W descent	
						3.	028°T.	250 n.m.	950 mbs.	To 50°04'N. 06°41'W.	
								Total sortie distance approx. 1390 n.m.			

2) 8.9.46 Nos. 179 and 228 Squadrons disbanded leaving Nos. 210 and 224 Squadrons to carry out whole commitment.

Base	Aircraft	Type of Flight	No.	Times
St. Eval	Lancasters (210 Squadrons) Liberators (224 Squadron)	Epicure	1	As entry 1.

3) 10.10.46. Practice of making observations of temperature from aircraft thermometers ceased owing to inaccuracy therefore soundings ceased until electrical psychrometers are fitted.

4) 11.10.46. Owing to the inability of Nos. 210 and 224 Squadrons to carry out whole commitment, one third of the task was allotted to Nos. 201 and 230 Squadron at Calshot. The Squadrons were equipped with Sunderland aircraft which were not at the time fitted with psychrometers so no soundings were made; details of the sorties (Epicure Able as they were referred to) are as follows:-

Base	Aircraft	Type of Flight	Times	Tracks
Calshot	Sunderlands	Epicure Able 1 per 3 days.	To reach end of 1st leg at 0900Z.	From datum point 50°04'N 06°41'W
				1. 235°T for 500 n.m. to 45°27'N 16°35'W
				2. 079°T for 298 n.m. to 46°23'N 09°33'W
				3. 045°T for 328 n.m. to 50°13'N 03°49'W
				The total sortie distance is approximately 1450 n.m.

This commitment of 1 sortie per three days was found to be too much for 201 and 230 Squadrons and sorties were in fact at irregular intervals. From the 11th October 1946 both Epicure and Epicure Able sorties became irregular and in November only 8 sorties were made.

5) 30.11.46. Liberator aircraft of No. 224 Squadron have now all been replaced by Lancasters.

6) 16.1.47 No. 203 Squadron (Lancaster) arrived at St. Eval to assist with 'Epicure'.

7) 28.1.47 'Epicure Able' sorties suspended temporarily owing to crews being unable to obtain necessary flying training which was due to unserviceability of aircraft.

8) 2.47 Each Squadron on Flying Wing to attempt 4 sorties per month while at St. Eval but Squadrons were being attached 1 at a time to Ballykelly for a few weeks resulting in 8 scheduled sorties per month by the remaining 2 Squadrons.

9) 12.3.47 'Epicure Able' sorties recommenced on same tracks as at (4). Sorties to be made on Fridays only as far as possible.

10) 1.6.47. No more Epicure 'Able' sorties from Calshot were flown after this date though no official brake was put on them until September.

11) 1.11.47 No. 224 Squadron disbanded (Actual date unknown).

12) 30.5.48. Approval given to re-route one Epicure per month to Gibraltar and return, in order to combine crew training with the Meteorological Flight.

1. Normal track to Pos.12(44°19'N 18°34'W) then :-
2. 135°T for 300 mm to 40°45'N 13°47'W at 700 mbs.
3. 135°T for 300 mm to 37°11'N 09°14'W at 950 mbs. → S.L.P. at Pos.3.
4. 112° T for 150 mm to 36°03'N 06°09'W at 950 mbs.

Descent at 40°45'N 13°47'W

Return trip on reciprocal tracks ascent at 40°45'N 13°47'W and descent at 44°19'N 18°34'W. The sortie to be so timed that "vertical" descents on both outward and homeward flights are made between 1400 - 1500 hours G.M.T.

No. 139 Wing, B.A.F.O.

Date	Base	Aircraft	Type of Flight.	No.	Times	Leg Bearing	Length.	TRACKS, ETC. General level of flight.	Ascent/Descent etc.	Remarks
1) 28.6.46.	Wahn	Mosquito B. Mk. XVI	Thum	2	0500 and 1200	Ascents to 30,000'	(300 mbs.)	Flights to be made by three squadrons in rotation, commencing with No. 69 Squadron.		
2) 28.8.46.	Responsibility for flights now assumed by No. 98 Squadron.									
3) 6.10.46.	Time of early morning Thum to be adjusted weekly to enable take off to be made as soon after first light as possible.									
	Wahn	Mosquito B. Mk. XVI	Thum	2	First light and 1200	As at entry No.1.				
4) 1/11/46	No. 14 Squadron took over from No. 98 Squadron the responsibility for Wahn Thums.									
5) 1.1.47	No. 69 Squadron took over from No. 14 Squadron the responsibility for Wahn Thums.									
6) 1.3.47	No. 98 Squadron took over from No. 69 Squadron the responsibility for Wahn Thums.									
7) 1.5.47	No. 14 Squadron took over from 98 Squadron the responsibility for Wahn Thums.									
8) 1.7.1947	No. 69 Squadron took over from No. 14 Squadron the responsibility for Wahn Thums.									
9) 1.9.47.	No. 98 Squadron took over from No. 69 Squadron the responsibility for Wahn Thums.									
10) 1.11.47	No. 14 Squadron took over from No. 98 Squadron the responsibility for Wahn Thums.									
11) 22.11.47.	Now only 1 sounding per day, mid-day flight having been suspended.									
12) 1.1.48.	No. 98 Squadron took over from No. 14 Squadron the responsibility for Wahn Thums.									
13) 4.3.48.	No. 14 Squadron took over from No. 98 Squadron the responsibility for Wahn Thums.									
14) 1.5.48.	No. 98 Squadron took over responsibility for the Wahn Thums, from No. 14 Squadron.									
15) 11.7.48	No. 14 Squadron " " " " " " " " No. 98 "									
16) 11.10.48.	No. 14 Squadron assumed responsibility for meteorological flight when 98 Squadron departed for U.K.									
17) 1 12.48.	No.14 Squadron undertook Thum flights. Mosquitoes Mark 35 were grounded owing to technical fault from 18th December to 28th December 1948. No. 98 Squadron carried out the flights from 29.12 1948.									
18) 16.9.49.	Last Thum Flight undertaken from Wahn.									
19) 17.10.49.	98 Squadron undertook the Thum Flights from Celle. The take-off time being arranged so that the aircraft is at the top of the climb at 0900 G.M.T.									
20) 25.10.49	14 Squadron assumed responsibility for the flight when 98 Squadron moved to France on temporary duty.									
21) 1.1.50	98 Squadron took over the responsibility for the flight.									
22) 1.3.50	14 Squadron took over the responsibility for the flight.									
23) 24.3.50 to 31.3.50	98 Squadron took over the responsibility for the flight.when 14 Squadron moved to U.K. on temporary duty.									
24) 1.4.50 to 19.4.50	14 Squadron flew the sorties									
25) 20.4.50.	The ascents were taken over by 4 Squadron on detachment of 14 Squadron to Sylt. Owing to the poor performance of the aircraft the ascents terminated at 500 mbs.									

/Continued on page 24A.

26)	1.5.50 to 14.5.50	11 Squadron undertook the flights. Still limited to 500 mb.
27)	15.5.50	98 Squadron again took over the commitment. Ascents to 300 mb.
28)	22.6.50	11 Squadron took over the flights, using Mosquitoes Mark VI. Ascents terminated at 500 mbs.
29)	12.7.50	98 Squadron assumed responsibility for the flights. Ascents to 300 mb.
30)	31.7.50	Last Thum Flight from B.A.F.O. Thum Flights ceased due to re-equipping of 139 Wing with aircraft unsuitable for the ascents.

No. 1 Group (Bawtry) Bomber Command.
TRACKS, ETC.

Date	Base	Aircraft	Type of Flight.	No.	Times	Leg	Bearing	Length	General level of flight.	Ascent/Descent etc.	Remarks
1) 12.6.46.	'Recipe' sorties undertaken by 50 Squadron (Waddington) on disbandment of 519 Squadron. Only 1 per day owing to shortage of crews and aircraft.										
	Waddington.	Lancaster III	Recipe	1.	Ascent at 1500 Z	From datum point 53°10'N. 00°40'E.					
						1.	346°T	250 n.m.	950 mbs.	to 57°04'N. 01°00'W	No psychrometer fitted yet
						2.	349°T	300 n.m.	950 mbs.	to 62°00'N. 02°50'W (Ascent)	
						3.	?	150 n.m.	500 mbs.	to 63°00'N. 02°40'E (Descent)	
						4.	180°T	?	950 mbs.	to 55°28'N 02°40'E (Ascent to 800mbs)	
						5.	206°T	150 n.m.	950 mbs.	to 53°10'N. 00°40'E (Descent from 800mbs to 950mbs is made on track before next position.)	
2) 16.6.46.	Waddington.	Lancaster III	Recipe	1 + occasional night sortie	Ascent at 1500Z (0300Z on night sortie)	From datum point 53°10'N 00°40'E					
						1.	346°	250 n.m.	950 mbs.	to 57°04'N 01°00'W	Sortie curtailed owing to absence of long range tanks on Lancaster III's.
						2.	349°	300 n.m.	950 mbs.	to 62°00'N 02°50'W (Ascent to 500 mbs.)	No temperature observations being made as no psychrometers are fitted yet.
						3.	110°	150 n.m.	500 mbs.	to 61°20'N 02°15'E(Descent to sea level)	
						4.	178°	350 n.m.	950 mbs.	to 55°28'N 02°40'E(Ascent to 800 mbs)	
						5.	206°	150 n.m.	950 mbs.	to 53°10'E 00°40'E(Descent from 800 mbs.to 950mbs.on track before posn. 1 on this leg is reached).	
3) 4-10.10.46.	Sorties flown by both Lancaster and Lincoln aircraft until Lincoln aircraft completely replaced Lancasters.										
4) 29.10.46.	New series of Pampa sorties commenced by No. 61 Squadron based at Waddington and flying Lincoln aircraft, 2 sorties per week at first gradually increasing to 1 per day. Sorties made as required over areas not normally covered by regular Meteorological Reconnaissance Flights.										
5) 23.5.47	Owing to shortage of serviceable aircraft Pampa sorties became relatively infrequent, only five or so being made per month. Recipe also suffered a cut to about fifteen sorties per month.										
6) -.6.47.	No. 57 Squadron now sharing part of Recipe and Pampa commitment.										
7) 5.8.47.	No. 50 Squadron no longer operating on Meteorological flights. No. 57 Squadron now flying Recipe and No. 61 Squadron flying Pampa.										
8) -.8.47.	Recipe sorties now being made more regularly (31 during August) but little permanent improvement in No. of Pampas.										
9) 26.9.47.	Nos. 57 and 61 Squadrons now both flying Recipe and Pampa.										
10) 27.11.47.	No. 61 Squadron ceased to make Meteorological Reconnaissance Flights.										
11) 30.11.47.	No. 57 Squadron ceased to make Meteorological Reconnaissance Flights.										
12) 1.1.48.	Recipe and Pampa flights commitment undertaken by No. 12 Squadron based at Binbrook. Unless specially requested not more than 1 sortie per day (either Pampa or Recipe) will be flown.										
13) 12.1.48.	No. 12 Squadron moved to Hemswell owing to fuel shortage.										
14) 15.3.48.	No. 12 Squadron returned to Binbrook. From this date also the Squadron task was reduced to 3 sorties per week.										
15) 29.10.49.	Bomber Command Recipe and Pampa commitment ceased.										

Supplementation Meteorological Flights - Fighter Command Thums.

Date	Bases	Aircraft	Type of Flight	No.	Times	Height	
1) 1.5.1947	West Malling & Coltishall	Mosquito Mk XXXVI	THUMS	1 per day from each station.	1100 hrs. G.M.T.	300 mbs.	Flights are made by Nos. 25, 29 and 85 Squadrons in turn from West Malling and by No. 23 Squadron from Coltishall.
2) 15.6.47							From this date no flights are being made at either station on Sundays.
3) - .7.47							THUM flights from Coltishall now being made over the sea 10 miles North of Cromer by No. 141 Squadron.
4) - 9.47							During September, THUM flights normally operating at Coltishall under 12 Group was carried out by No. 264 Squadron from Wittering. Ascents made at 52°27'N 00°40'W.
5) -.10.47							The flight was operated by No.23 Squadron from Coltishall during October.
6) -.11.47							The flight was operated by No.141 Squadron from Coltishall during November.
7) -.12.47.							The flight was operated by No.264 Squadron from Wittering during December.
8) 5.1.48.							The flight was undertaken by No. 23 Squadron based at Coltishall.
9) -.2.48.							The flight was operated by No.141 Squadron from Coltishall during February.
10) -.3.48.							The flight was operated by No.264 Squadron from Coltishall during March.
11) -5.48.							The flights from Coltishall were operated jointly during the month by Nos. 141 and 264 Squadrons.
12) 27.6.48.							No. 23 Squadron assumed responsibility for 12 Group Thum from Coltishall vice No. 264 Squadron.
13) 19.7.48.							No.141 Squadron assumed responsibility for Coltishall Thum vice No. 23 Squadron.
14) 16.8.48.							Crews of No. 264 Squadron assumed responsibility for the Coltishall Thum. The meteorological flight now consists of a pool of three aircraft modified for the flights, one aircraft being provided by each Squadron.
15) Oct.1948.							West Malling. H.Q.F.C. ordered flights to be discontinued for three months with effect from 1st October 1948. This order was later countermanded on 18th October, 1948, and West Malling made responsible for the reduced Fighter Command commitment of 1 THUM per day until 31st December 1948. Coltishall. No flights made after 16th October, 1948, but Coltishall will assume responsibility for THUM flight for the three months from 1st January 1949. All instruments have been removed from aircraft and stored in the instruments section.
16) Jan.1949.							Coltishall. Coltishall assumed responsibility for Thum Flight from West Malling.
3.1.1949							West Malling. Coltishall assumed responsibility for Thum Flight vice West Malling, until further notice.
17) 1.3.49 to 15.3.49							The orbit point of the ascent was changed to 10 miles east of Southwold, due to closing of eastern sector G.C.I.
18) 1.5.49							West Malling assumed responsibility for Thum Flight, the flight being operated by 25, 29 and 85 Squadrons using Mosquito aircraft.
19) 22.8.49.							Coltishall assumed responsibility for the Thum Flight.
20) 30.8.49							Thum flights ceased owing to aircraft unserviceability.
21) 29.9.49.							Thum Flights resumed.
22) 14.11.49.							West Malling assumed responsibility for Thum Flight.
23) 4.1.50 to 14.1.50							Church Fenton assumed responsibility for Thum Flight.
24) 15.1.50							West Malling assumed responsibility for Thum Flight.

Continued on page 26A.

Supplementation Meteorological Flights - Fighter Command Thums.(contd.)

25) 27.2.50.	Church Fenton assumed responsibility for Thum Flight. Ascent being carried out in vicinity of Church Fenton.
26) 30.5.50.	West Malling assumed responsibility for Thum Flight.
27) 5.8.50 to 27.8.50	Thum Flight carried out at Church Fenton.
28) 28.8.50	West Malling assumed responsibility for the Thum Flight.
29) 2.10.50	Coltishall assumed responsibility of the Thum Flight. The orbit of the ascent being a point 10 miles north of Cromer (53·1°N 01·3E) with 1500 G.M.T. as the target time for the top of the climb (300 mb.)
30) 6.10.50 to 15.10.50	Thum Flights suspended owing to R.A.F. exercises.
31) 21.11.50	Flight now undertaken by 141 Squadron instead of 264 Squadron.
32) 5.2.51.	West Malling assumed responsibility for Thum Flight.
33) 30.4.51.	Last Thum Flight carried out by Fighter Command.
34) 1.5.51	Thum Flight commenced by civilian contractors (see page 30)

No. 202 Squadron Detachment and No. 224 Squadron Detachment.

Date	Base	Aircraft	Type of Flight	No.	Times	Leg.	Bearing. (TRACKS ETC.)	Length. (TRACKS ETC.)	General level of flight (TRACKS ETC.)	Ascent/Descent etc.	Remarks
22) 11.2.48	The time of take-off for Nocturnal was adjusted to enable the descent to be carried out at 1500 G.M.T.										
23) 1.3.48	No 202 Squadron Detachment reformed under No. 224 Squadron as No. 224 Squadron Detachment with headquarters at Aldergrove.										
24) -.4.48	No. 224 Squadron assisting 202 Squadron by carrying out Bismuth sorties from Aldergrove when required.										
25) 18.10.48.	Headquarters 224 Squadron moved to Gibraltar with the detachment at Aldergrove.										
26) 1.5.49	Frequency of sorties increased to one per day.										
27) 1.6.49	Frequency of sorties reduced to five per week (Wednesdays and Sundays normally missed) due to shortage of observers and other trades.										
28) 18.7.49	All aircraft grounded for a technical investigation.										
29) 11.8.49	Sorties resumed, frequency being one every alternate day.										
30) 1.12.49	Frequency increased to two every three days.										
31) 1.12.50	Nocturnal sortie tracks changed as follows, track A being that normally flown. Requests for other tracks to originate from Senior Forecaster at Dunstable and passed to squadron at least six hours before E.T.D.					Route "A" (1.	Tarifa to Cape St. Vincent	174 n.m.	950 mbs.		
						(2.	315° to 43°10'N 17°00'W	500 n.m.	950 mbs.	Ascent to 500 mb. at terminal point	
						(3.	135° to 39°36'N 12°18'W	450 n.m.	500 mbs.	Descent to sea surface at terminal pt.	
						(4.	39°36'W 12°18'W to Tarifa	350 n.m.	950 mbs.		
						Route "B" (1.	Tarifa to 38°13'N 19°54'W	700 n.m.	950 mbs.	Ascent to 500 mb. at terminal point.	
						(2.	101° to 37°06'N 12°43'W	350 n.m.	500 mbs.	Descent to sea surface at terminal point	
						(3.	37°06'N to Tarifa	340 n.m.	950 mbs.		
						Route "C" (1.	Tarifa to Cape St. Vincent	174 n.m.	950 mbs.		
						(2.	316° to 40°00'N 12°40'W	250 n.m.	950 mbs.	Ascent to 500 mb. at terminal point	
						(3.	357° to 45°00'N 13°02'W	300 n.m.	500 mbs.	Descent to sea surface at terminal point	
						(4.	45°00'N 13°02'W to Tarifa	670 n.m.	950 mbs.		
						Route "D" (1.	Gibraltar to 36°10'N 01°10'W	200 n.m.	950 mbs.		
						(2.	061° to 40°13'N 08°03'E	500 n.m.	950 mbs.	Ascent to 500 mb. at terminal point.	
						(3.	241° to 37°47'N 02°28'E	300 n.m.	500 mbs.	Descent to sea surface at terminal point	
						(4.	241° to 36°10'N 01°10'W	200 n.m.	950 mbs.		
						(5.	270° to Gibraltar	200 n.m.	950 mbs.		
32) 30.3.51	Last Nocturnal flown. Squadron reverted to Maritime Reconnaissance duties.										

Coastal Command Supplementary Meteorological Flights (St. Eval) (contd. from page 23)

Date	Bases	Aircraft	Type of Flight	No.	Times	Height	Remarks.

13) 17.7.48. Commitment temporarily cut (by H.Q. 19 Group) to one sortie per week owing to aircraft unserviceability.

14) Dec. 48. Commitment temporarily reduced to four during December owing to Fleet Exercises.

15) Jan. 49. Commitment temporarily reduced to 6 during January owing to No. 203 Squadron being detached for a course.

16) Feb. 49 203 Squadron returned to St. Eval.

17) 1.4.49. Commitment reverted to 8 per month.

18) 1.5.49 Commitment reduced to 3 per month as 210/217 Squadron proceeded to Ballykelly.

19) 24.6.49 210/217 Squadron returned.

20) 1.7.49. Commitment reverted to 8 per month.

21) 18.11.49 Last epicure flown. 210/217 squadron now at Singapore.

<u>No. 202 Squadron, Aldergrove</u>. (Continued from page 10)

Date	Base	Aircraft	Type of Flight	No.	Times	Leg.	Bearing	TRACKS, etc.			Remarks
								Length	General level of Flight	Ascent/Descent etc.	
26) 20.7.49	Owing to shortage of maintenance staff, the commitment was reduced to one sortie every two days.										
27) 1.11.49	Frequency of sorties increased to two every three days.										
28) 1.12.49	Bismuth tracks now as follows, Route A being that normally flown. The other routes may only be flown on request by the Senior Forecaster at C.F.O. at least 6 hours before E.T.D.					Route "A" (1.	226° from 54°30'N 10°00'W	500 n.m.	950 mb.	Ascent to 500 mb. at terminal point	
						(2.	071°	250 n.m.	500 mb.	Descent to sea surface at terminal pt.	
						(3.	029° to 54°30'N 10°00'W	350 n.m.	950 mb.		
						Route "B" (1.	226° from 54°30'N 10°00'W	350 n.m.	950 mb.	Ascent to 500 mb. at terminal point	
						(2.	332° to 55°35'N 21°25'W	350 n.m.	500 mb.	Descent to sea surface at terminal pt.	
						(3.	091° to Inistrahull	500 n.m.	950 mb.		
						Route "C" (1.	226° from 54°30'N 10°00'W	500 n.m.	950 mb.	Ascent to 500 mb. at terminal point	
						(2.	022° to 54°53'N 15°24'W	400 n.m.	500 mb.	Descent to sea surface at terminal pt.	
						(3.	084° to Inistrahull	300 n.m.	950 mb.		
						Route "D" (1.	211° from 54°30'N 10°00'W	400 n.m.	950 mb.	Ascent to 500 mb. at terminal point	
						(2.	134° to 46°27'N 12°00'W	200 n.m.	500 mb.	Descent to sea surface at terminal pt.	
						(3.	360° to 52°17'N 12°00'W	350 n.m.	950 mb.		
						(4.	023° to 54°30'N 10°00'W	150 n.m.	950 mb.		
29) 22.12.50	Frequency of sorties reduced to one every two days owing to shortage of serviceable aircraft.										
30) 11.1.51.	Bismuth sortie tracks changed as follows:										
	Aldergrove	Halifax VI	Reco. (Bismuth)	1 per 2 days	Descent at 1500 G.M.T. ± 2 hours	Route "A" (1.	223° from 54°30'N 10°00'W	382 n.m.	950 mb.		
						(2.	180° to 48°06'N 17°00'W	100 n.m.	950 mb.	Ascent at terminal point.	
						(3.	147° to 46°00'N 15°00'W	150 n.m.	500 mb.		
						(4.	047° to St. David's Head	519 n.m.	500 mb.		
						(			950 mb.	Descent at position 3.	
						(5.	344° to 52°19'N 05°30'W	26 n.m.	950 mb.		
						(6.	360° to Ballyquintin Point	121 n.m.	950 mb.		
	Route "A" will be that normally flown. The other routes may only be flown on request by the Senior Forecaster at C.F.O. at least 6 hours before E.T.D.					Route "B" (1.	226° from 54°30'N 10°00'W	548 n.m.	950 mb.	Ascent to 500 mb. at terminal point	
						(2.	070°	250 n.m.	500 mb.	Descent to sea surface at terminal pt.	
						(3.	030° to 54°30'N 10°00'W	340 n.m.	950 mb.		
						Route "C" (1.	226° from 54°30'N 10°00'W	354 n.m.	950 mb.	Ascent at terminal point	
						(2.	332° to 55°36'N 21°23'W	350 n.m.	500 mb.	Descent at terminal point	
						(3.	091° to Inistrahull	484 n.m.	950 mb.		
						Route "D" (1.	226° from 54°30'N 10°00'W	500 n.m.	950 mb.	Ascent at terminal point	
						(2.	023° to 54°47'N 15°32'W	400 n.m.	500 mb.	Descent at terminal point	
						(3.	082° to Inistrahull	287 n.m.	950 mb.		
31) 15.1.51.	Hastings (Met) Mark I aircraft now used on all sorties, Halifax aircraft used only on A.S.R. flights.										

Vertical Meteorological Flights by Civilian Contractors.

	Date	Base	Aircraft	Type of flight	No.	Times	Height	Remarks
1)	1.5.1951.	Hooton Park	Spitfire P.R.19	Thum	1 per day	1500 G.M.T. (top of climb)	300 mb.	Responsibility for operation and technical supervision vested in Home Command and delegated to H.Q. 63 Group.